

CHAZALON & CO.
MAKERS
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FRENCH
RESERVE
EXPORTERS
QUEEN'S ROAD.

The China Mail.

ESTABLISHED 1840

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The Highest Possible Award
Joseph Gillott's PENS
Of Highest Quality & Enduring
Durability, in England
GREATLY
The only A world Chicago

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HONGKONG, SATURDAY, OCTOBER 27, 1906.

日十初月九年午丙

PRICE, \$3.00 Per Month.

SHERRIES.

PALE FINO
Cordon de Torres Cabrera 19 00
DINNER SHERRY
Cordon de Torres Cabrera 16 00
FOR CASE OF 1 DOZEN BOTTLES

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DUDELL STREET

Intimations

WHO'S WHO

FAR EAST

ONLY BOOK OF REFERENCE

THE

DOMINANT MEN OF

THE FAR EAST

Price \$10

FORWARDED TO ALL ADDRESSES

CONTAINING FROM THE PUBLISHERS

QUEEN'S ROAD CENTRAL.

Hongkong, October 20, 1906.

NOTICE

GENTLEMEN, retired from Government

Service, and returning to England, can

obtain a good income and enjoy a

pleasant life in the Far East. Capital

required £1,000 to £2,000.

Write Hongkong, 10, 11 & 12, Queen's

road, London, E.C.

Hongkong, October 20, 1906.

2030

JAPANESE ART

EXHIBITION.

FROM

SATURDAY, October 20 to 27.

AN EXHIBITION OF

WATER COLOUR PAINTINGS

and

OLD JAPANESE PRINTS, &c.

will be opened at

12, QUEEN'S ROAD CENTRAL,

2nd Floor,

(Above Messrs H. Paton & Co.)

ON VIEW FOR ONE WEEK,

FROM 8 A.M. TILL 6 P.M.

A VISIT INVITED.

K. YAMANOI, of Yokohama

Hongkong, October 20, 1906.

2036

JUNKS FOR HIRE.

STRONG WOODEN JUNKS of various

sizes, would make good lighters.

Rates very moderate.

Apply to

Business Notices.

LIFTING TACKLE

SALVAGE WORK.

CAPACITY UP TO 20 TONS.

W. S. BAILEY & CO., ENGINEERS.

HONGKONG, CANTON, MACAO

AND WEST RIVER STEAMERS.

FOR THE VOICE OF THE HONGKONG CANAL

W. S. BAILEY & CO., LTD., AND

NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. FOWAN, 2,338 tons, Captain W. A. Valentine

s.s. FATSHAN, 2,260 tons, Captain R. D. Thomas

s.s. SUNGKIANG, 1,700 tons, Captain P. Branch

s.s. KINSHAN, 1,985 tons, Captain J. J. Lewis

Departures from Hongkong to Canton daily at 8 a.m. (Sunday excepted), 9 p.m.

Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted)

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the

route. Special attention is drawn to their Superior Saloon and Cabin Accommodations.

Agents, THE HONGKONG CANAL NAVIGATION COMPANY, LIMITED.

Hongkong-Macao Line.

s.s. HONAM, 2,383 tons, Captain H. D. Jones

Departures from Hongkong to Macao on week days at 9 a.m., Sunday Special at 10 a.m.

Departures from Macao to Hongkong on week days at 7 p.m., On Saturdays at 8 p.m.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the

route. Special attention is drawn to their Superior Saloon and Cabin Accommodations.

Agents, THE HONGKONG CANAL NAVIGATION COMPANY, LIMITED.

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamilton

Service temporarily suspended.

Agents, THE HONGKONG CANAL NAVIGATION COMPANY, LIMITED.

Canton-Wuchow Line.

s.s. SAIKAM, 598 tons, Captain J. Willer

s.s. NANNING, 549 tons, Captain G. Borchard

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday

and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days

at 8 p.m. Round trips take about five days. These vessels have Superior Cabin

accommodation and are lighted throughout by electricity.

For particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG, (First Floor), opposite the Hongkong Hotel.

Or at BUTTERFIELD AND SWIRE.

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, October 13, 1906.

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GREAT EXHIBITION

OF

JAPANESE WATER-COLOUR PAINTINGS.

MR K IWASE begs to inform the residents of Hongkong that he has been sent

here, accompanied by several Artists, as the Representative of the Japanese

Imperial Artists Society. He has brought with him a large and varied assortment of

WATER-COLOUR PAINTINGS by well-known Japanese Artists, consisting of

Landscapes and Seascapes, also Pictures of Birds, Flowers and Figures, all of

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON)

BELL'S ASBESTOS

THE MOST

RELIABLE

PACKING

FOR

BEWARE OF IMITATIONS. SOLE MANUFACTURERS

BELL'S ASBESTOS CO., LTD., LONDON

OFFICE: 2, DES VERTS ROAD.

LANE, CRAWFORD & CO.

NEW SHOWING IN THE

LADIES' DEPARTMENT.

WEED COSTUMES, EVENING

ROBES, SILK and

MOIREtte UNDERSKIRTS.

SILK BLOUSES

NEW MODELS IN

TRIMMED MILLINERY.

GOLF CAPS and JERSEYS.

LANE, CRAWFORD & CO.

Hongkong, October 24, 1906.

2010

BELLE VIEW HOTEL

(LATE METROPOLITAN HOTEL) SHAUKWAN ROAD

UNDER experienced Management. Delightful Situation, Water Frontage, giving

Full View of Bay. Meals a la Carte at all Hours. Picnic and other Parties

Catered for on the Shortest Notice. The Place to Spend a Pleasant Evening.

Arrangements for Parties may be made with the Manager at any time.

STRING BAND will play on SUNDAY, at 5 P.M.

SPECIAL CARS WILL RUN CONSTANTLY.

DISPLAY OF FIREWORKS ON SATURDAY AND SUNDAY EVENING,

THE 27th and 28th INST.

Hongkong, October 24, 1906.

2060

CHAMPAGNES

FROM

CHARLES HEIDSIECK.

PURVEYOR TO HIS MAJESTY KING EDWARD.

SIEMSEN & CO.,

SOLE AGENTS FOR CHINA AND JAPAN.

Hongkong, March 2, 1906.

460

WE ONLY STOCK THE

BEST OF EVERYTHING

We are Cheaper than any other Firm, and you

will find the Best Value at our Office.

GREGOR & Co.

19, Queen's Road Central,

WINE AND SPIRIT MERCHANTS.

Hongkong, October 27, 1906.

2076

Business Notices.

A WORLD-WIDE REPUTATION for

over THREE-QUARTERS of a CENTURY.

WILKINSON'S

ESTABLISHED SINCE 1855. ESSENCE OF FLUID EXTRACT OF RED JAMAICA.

WILKINSON'S

Pronounced by the HIGHEST MEDICAL AUTHORITIES

THE MOST WONDERFUL PURIFIER of the HUMAN BLOOD

THE SAFEST & MOST RELIABLE REMEDY FOR

Torpid Liver, Debility, ERUPTIONS, &c.

WILKINSON'S INDISPENSABLE TO

SARSAPARILLA ALL WHO VALUE HEALTH

BEWARE OF IMITATIONS AND SUBSTITUTES.

HONGKONG LARSEN, CHURCHMAN & CO., A. S. WATSON & CO., &c.

GREEN ISLAND CEMENT CO., LD

PORTLAND CEMENT

In Casks of 97 1/2 lbs. net. \$4.50 per Cask, ex Factory

In Bags of 95 1/2 lbs. net. \$2.70 per Bag, ex Factory.

Shewan, Tomes & Co.,

GENERAL MANAGERS.

2655

FAIRALL & CO.

SPECIAL DISPLAY

OF AUTUMN GOODS

ON MONDAY, OCT. 8th, 1906.

NEW MILLINERY

DAY AND EVENING DRESSES

GOLFERS and TAMMYS

LACES, GLOVES, BLOUSES, BELTS, etc.

7 & 9, Pedder Street.

THE HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

MODERATE TERMS AND NO EXTRA.

H. HAYNES, Manager.

HOTEL BALTIMORE

2, WYNDHAM STREET.

FIRST-CLASS HOTEL under European Management. NICELY FURNISHED.

AIRY ROOMS. EVERY COMFORT FOR RESIDENTS AND TOURISTS.

EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf.

TERMS REASONABLE. Apply to THE MANAGER.

1151

VICTORIA DISPENSARY

SOLE AGENTS FOR

V. R. O. LIQUEUR WHISKY

(Square Bottles) per doz. \$15.

'NESTOR' DISINFECTING FLUID

In 1 Gallon and 5 Gallon Tins.

REMINGTON

TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS.

Hongkong, March 2, 1906.

449

JUST LANDED

A SHIPMENT OF

AUSTRALIAN

CLARET & HOCK

FROM

GEO. G. SANDEMAN, SONS & CO. LD.

SYDNEY.

Caldbeck, Macgregor & Co.,

WINE & SPIRIT MERCHANTS,

15, QUEEN'S ROAD CENTRAL.

HONGKONG-CANTON RUN.

COMMENCING FROM THE 18th OCT., 1906.

THE New Twin-screw Steamer

HUI SANG

will leave HONGKONG for CANTON every

Morning at 7.30 A.M., and from CANTON to

HONGKONG every Evening at 5.31 P.M.

The Wharf in Hongkong is situated in

Front of the NEW WESTERN MARKET.

CHI WO & CO.

Hongkong, October 17, 1906.

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CARMICHAEL AND

CLARKE.

CONSULTING ENGINEERS AND

SHIPBUILDERS,

SURVEYORS AND CONTRACTORS,

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: 'CARMICHAEL,' HONGKONG

(A. B. C. Code, 4th Edition)

A. I. Code.

Lieber's Standard Code,

TELEPHONE, 232.

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CARLTON HOUSE HOTELS,

No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.

FOR TERMS, APPLY TO THE MANAGER.

804

CAMPBELL MOORE & CO.,

LIMITED.

JUST RECEIVED

SAFETY

RAZORS, MANDARIN

others have decayed. The man at the bottom of the shaft clears away the rubble till he comes to the post. He begins to dig that away too, but as he gets lower the water rises, and at last he can work no longer. Yet there still remain some feet of post to be removed before the gravel is reached.

"How do you manage it?" the diver was asked.

"Come and see," he said.

He led the way to another excavation. Here the pump was not working, but from another machine tubes ran down into the black hole. The water seemed strangely still, and bubbles continually rose to the surface. Then one of the men at the top began to haul on the rope that ran through the pulley, and out of the air a bucket filled with post and water.

"You have a man working beneath the water?"

"A diver."

The diver, when the ordinary workman has not so deep as he can, continues the digging. He clears away all the rubble till he reaches the gravel. Then sacks of cement are lowered through the water to be laid flat, like huge bricks. Having placed them in position, the diver sits the sack. The layer is laid above another for a height of about nine feet. The reason for this is to exclude the water which springs through the gravel. The cement thus forms an impenetrable barrier. The water which now remains above the nine solid feet of cement is then pumped out, and the labourer gets to work. Asked why they did not pump out the water continuously, and so do without the services of the diver, the foreman explained that it would not be safe. The water would be drawn from some other place, and a serious subsidence would probably be the result.

The work of the ordinary labourer consists in "under-pinning" the walls. On top of the base of cement, concrete blocks, and bricks are built up to the very foundations, which thus rest on a solid mass many feet in thickness. which is built on the gravel. But it is not merely outside that work is being carried on. The inside of the Lady Chapel is one mass of scaffolding, for workmen are busy repairing the fallen roof. The gaps in the walls are being built in and fastened together. But the building will not be made perfectly again. "Maybe they wouldn't look so well if they were," adds the foreman. He points to cracks in the nave and other portions of the cathedral. The work at present is confined to the eastern portion but it seems probable that similar measures will have to be taken with the entire foundations.

To pass from the works into the nave of the cathedral is to enter another world. The rolling glory of the "Te Deum" echoes through the vaulted spaces as it did in the days of William of Wykeham. The last Amen is sung, and the choir and clergy pass slowly and solemnly into the vestry. Outside the foreman follows his whistle. The great helmet, with its starting eyes, appears above the brink of the shaft, and the diver is helped out of his slimy, dripping shell. And even the character of the workmen is different. The ordinary workmen are busy repairing the fallen roof. The gaps in the walls are being built in and fastened together. But the building will not be made perfectly again. "Maybe they wouldn't look so well if they were," adds the foreman. He points to cracks in the nave and other portions of the cathedral. The work at present is confined to the eastern portion but it seems probable that similar measures will have to be taken with the entire foundations.

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A SAFE REMEDY FOR ALL SKIN AND BLOOD DISEASES

If you suffer from any disease due to an impure state of the blood, from whatever cause arising, you should test the value of Clarke's Blood Mixture, the world-famed Blood Purifier and Restorer. This medicine has 40 years' reputation, and is today more popular than ever, the reason of this being undoubtedly because this wonderful remedy does what it professes to do—it cures skin and blood diseases permanently.

Clarke's Blood Mixture

IS THE FINEST BLOOD PURIFIER EVER DISCOVERED.

It is warranted to cleanse the blood from all impurities, from whatever cause arising. For SCORFULA, BAD LEGS, SOREY, BLOTCHES, ECZEMA, SPOTS, BLOOD POISON, BLACKHEADS, ULCERS, PIMPLES, and SKIN & BLOOD SORES OF ALL KINDS.

It is a safe and Permanent Remedy. It is the only real specific for Gout and Rheumatic Pains, for it removes the cause from the Blood and Bones.

NOTE: This mixture is pleasant to the taste and warranted FREE FROM ANYTHING INJURIOUS TO THE MOST DELICATE CONSTITUTIONS of either sex, from infancy to old age, and the Proprietors solicit sufferers to give it a trial to test its value.

Thousands of wonderful cures have been effected by it.

TRIED MANY THINGS WITHOUT BENEFIT UNTIL I TOOK CLARKE'S BLOOD MIXTURE.

Mr. F. E. Lewis, 48, Bridge Street East, Chester, writes:—Just a line in favour of "Clarke's Blood Mixture." I had eczema for seven months, and tried many things without benefit until I took your remedy. After the eighth bottle I was quite well again. Please accept this letter as token of gratitude to your wonderful "Clarke's Blood Mixture."—Jan 18, 1905.

IMPURETY IN THE BLOOD.—We have seen hosts of letters from all sorts and conditions of people, in which the writers acknowledge the benefit they have received from Clarke's Blood Mixture, which as a curative agent cannot be too highly estimated, since it cleanses and clears the blood from all impurities, and restores it to its normal condition. This is a good testimonial from the *Family Doctor*, the popular medical weekly, which goes on further to say: "It is certainly the finest blood purifier that science and skill have brought to light, and we can with the utmost confidence recommend it to our subscribers and public generally."

Sold by all Chemists and Patent Medicine Vendors throughout the World.

Ask for CLARKE'S BLOOD MIXTURE and beware of cheap imitations and substitutes.

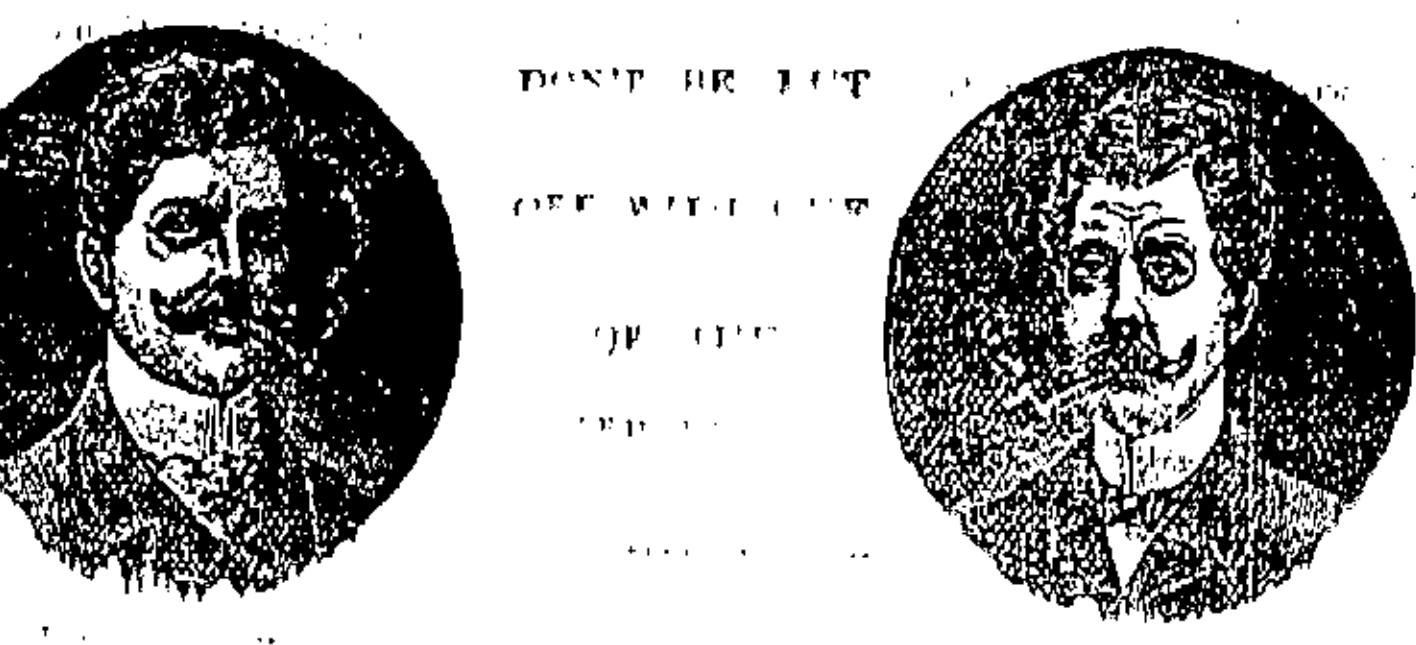
A WORD IN YOUR EAR!

DON'T BUY ANY OTHER CIGAR UNTIL

YOU HAVE TRIED THE

YOUNG AMERICAN MEXICAN PLANTERS.

YOU WILL SMOKE NO OTHER KIND WHEN ONCE



SOLE IMPORTERS:

THE HOLLAND CHINA TRADING COY.,

HONGKONG, SHANGHAI AND PEKING.

MIVAKO HOTEL.

KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL.

USE ONLY & USE ALWAYS

ATKINSON'S MOST REFRESHING.

A LUXURIOUS PERFUME Far Superior to the German Kinds.

NECESSARY ESSENTIAL IN SICKNESS.

EAU DE COLOGNE

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

on

MONDAY,

the 29th October, 1906, commencing at 2.45 P.M., at No. 7, CAINE ROAD, —

A QUANTITY OF

VALUABLE HOUSEHOLD

FURNITURE

(Particulars from Catalogue).

On View from Saturday, the 27th October, 1906.

TERMS:—As Customary.

GEO. P. LAMBERT, Auctioneer.

Hongkong, October 23, 1906. 2047

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

on

TUESDAY,

the 30th October, 1906, commencing at 2.45 P.M., at his Residence No. 3, MOUNTAIN VIEW, THE PEAK, —

A QUANTITY OF

VALUABLE HOUSEHOLD

FURNITURE

(Particulars from Catalogue).

TERMS:—As Customary.

On View from Monday, the 29th October, 1906.

GEO. P. LAMBERT, Auctioneer.

Hongkong, October 23, 1906. 2048

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

on

WEDNESDAY,

the 31st October, 1906, commencing at 2.45 P.M., at No. 3, CENTURY CRESCENT, KENNEDY ROAD, —

A QUANTITY OF

VALUABLE HOUSEHOLD

FURNITURE

(Particulars from Catalogue).

On View from Tuesday, the 30th Oct., 1906.

TERMS:—As Customary.

GEO. P. LAMBERT, Auctioneer.

Hongkong, October 26, 1906. 2068

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

on

SATURDAY,

the 3rd November, 1906, at Noon, at the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, —

FIVE MOTOR BOATS,

built by the Michigan Steel Boat Coy. and fitted with Single Cylinder Engines by the Detroit Engine Works, (more or less damaged).

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, October 26, 1906. 2064

Intimations.



MITSUBISHI GOSHI KWAISHA

(MITSUBISHI CO.)

COAL DEPARTMENT

MARUNOUCHI, TOKIO.

CABLE ADDRESS: "IWASAKI."

Which applies to all Branch Offices.

Codes used.

All Letters Addressed to —

MANAGER, MITSUBISHI CO.,

with name of place under.

BRANCH OFFICES: —

NAGASAKI, MOI, KORI, KARATSU,

YOKOHAMA, HONGKONG AND HANKOW.

AGENCIES: —

YOKOHAMA: M. ARABI, Esq.

CHUNKIANG: Messrs. GIBBS & CO.

MANILA: Messrs. MACDONALD & CO.

SOME PROPRIETORS of Takasima,

Ochi, Shimizu, Naniwa, and Kami-

Yamada Collieries and also Hojo Colliery,

which will shortly be ready to produce on a large scale the best Buzon Coal.

The Head and Branch Offices and the Agencies of the Company will receive any order for Coals procured from the above Collieries.

T. MATSUKI, Manager, Hongkong.

No. 2, PRINCE STREET.

Hongkong, April 25, 1906. 816

THE FIRST CHINESE NEWS PAPER EVER ISSUED UNDER EUROPEAN DIRECTION.

The Chinese Mail

THE LARGEST CHINESE PUBLICATION IN HONGKONG.

PRINTED EVERY MORNING.

CONTAINS THE MOST RELIABLE TELEGRAPHIC NEWS FROM NORTH CHINA.

ALL THE LATEST INTELLIGENCE FROM THE "VARIOUS PORTS IN CHINA AND JAPAN."

90 per ANNUM delivered in Hongkong \$12.50 in all other ports.

6 WELLSWOOD STREET, HONGKONG.

Orders checked by Manager, CHINA MAIL.

THE HONGKONG DOCKS.

A Board of the Founding and Development of the Hongkong and Whampoa Dock Co., Limited.

Reprinted from the "CHINA MAIL."

Price — Fifty Cents.

To be had at the "China Mail Office" 5 Wyndham Street.

Hotels.

KING EDWARD HOTEL.

A HIGH-CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea Rooms, Private Bar and Billiard Rooms.

Hot and Cold Water throughout. Electrically Lighted.

Electric Fans (if required). Electric Passenger Elevator to each Floor.

Table D'Hôte at Separate Tables.

TELEGRAPHIC ADDRESS: "VICTORIA, Hongkong"

For terms, &c., apply to the MANAGER.

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VICTORIA HOTEL.

SHAMEN, CANTON.

ON THE BRITISH CONCESSION.

MACAO HOTEL

MACAO, OHINA

In the Centre of Praya Grand.

BOTH Hotels under Experienced European Management.

Every Comfort and Convenience for Residents and Tourists.

Wm. FARMER, Proprietor.

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THE BEST BILLIARD TABLES IN THE COLONY ARE AT THE KOWLOON HOTEL.

CABLE ADDRESS: "CHEE KOWLOON."

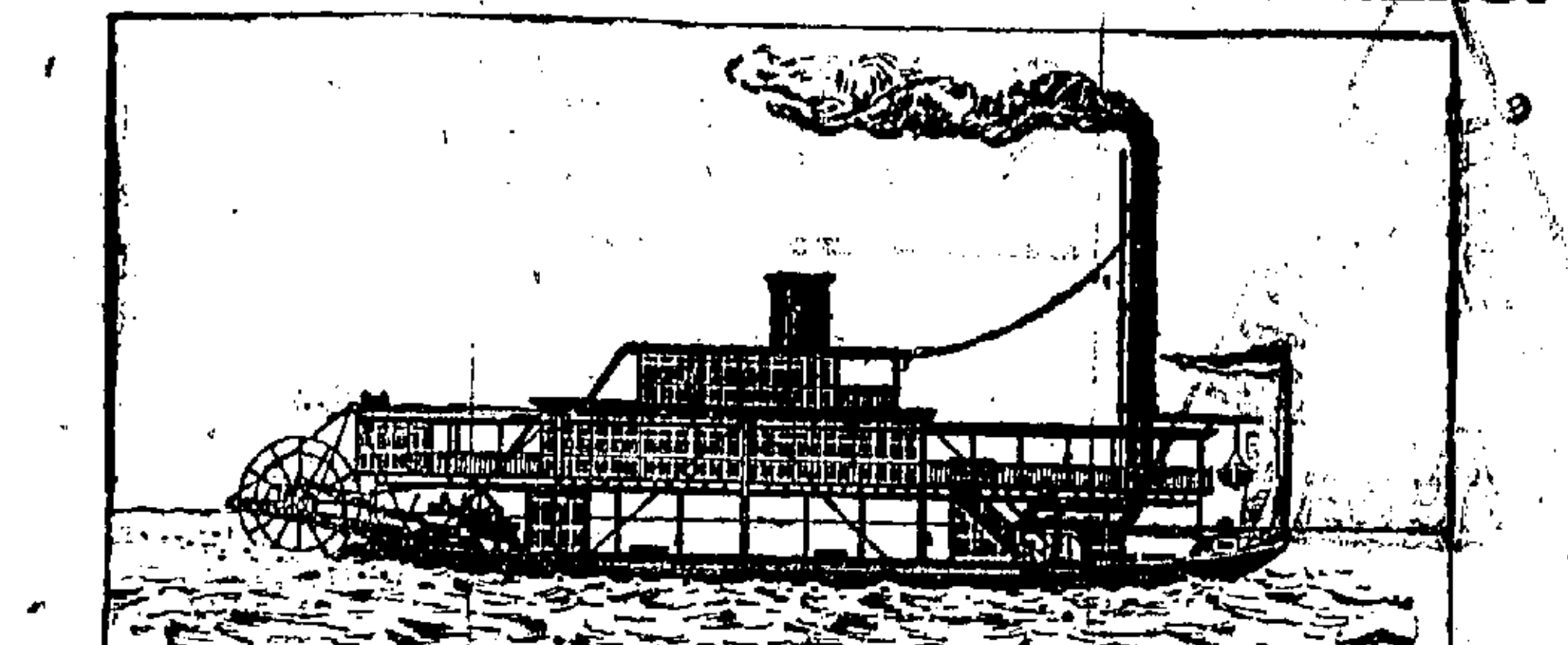
A High-class Tourist's Hotel under American Management. First-class Cuisine, Beautiful Garden.

MONTAGNE CHAMBER.

J. W. OSBORNE, Proprietor and Manager.

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YARROW'S SHALLOW DRAFT STEAMERS.



STERNWHEEL STEAMERS have been found by experience to be the best type of vessel for shallow river navigation under many conditions of working, and of these Messrs. Yarrow have built a very large number of successful examples for all parts of the world.

Vessels on this system are constructed when required, to draw as little as 10 inches.

The construction of sternwheels propelled on various systems has been made the speciality of Messrs. Yarrow & Co., Ltd.

For particulars apply to YARROW & CO., LTD., Shipbuilders, POPLAR, LONDON.

CELEBRATED OILMEN'S STORES

PICKLES, SOUPS, JAMS, JELLIES, POTTED MEATS, MALT VINEGAR

AGENTS FOR LEA & PERRIN'S Worcestershire Sauce

CROSSE AND BLACKWELL, LTD.

By Special Warrant Purveyors to H.M. The KING

Dr J. COLLIS BROWN'S CHLORODYNE

THE ORIGINAL AND ONLY GENUINE.

COLDS, COUGHS, ASTHMA, BRONCHITIS.

CHLORODYNE CHLORODYNE CHLORODYNE CHLORODYNE

is limited by the profession to be the most wonderful and valuable remedy ever discovered.

is the best remedy known for Coughs, Colds, Consumption, Bronchitis, Asthma.

acts like a charm in Diarrhoea, and is the only specific in Cholera, and Dysentery.

effectually cuts short all attacks of Epilepsy, Hysteria, Palpitation and Spasms.

is the only palliative in Neuralgia, Rheumatism, Gout, Cancer, Toothache, Menstritis, &c.

Always ask for 'Dr J. COLLIS BROWN'S CHLORODYNE,' and beware of spurious compounds or imitations. The genuine bears the words 'Dr J. COLLIS BROWN'S CHLORODYNE' on the Government Stamp of each bottle.

Sold in Bottles—Prices in England, 1/4, 2/9, and 4/6 each.

(Overwhelming Medical Testimony accompanies each bottle.)

Sole Manufacturers:—J. T. DAVENPORT, Limited, LONDON.

To Let.

FOR SALE—CHEAP.

ONE SET TRIPLE EXPANSION ENGINES with Shafting and Propeller complete, in good Order and Condition.

Cylinders 23", 37" and 60", Stroke 3 feet 3 inches.

Builders, MUIR and HOBSON, Glasgow.

For full Particulars and Price, apply to WILKES & JACK, Consulting Engineers, VICTORIA BUILDINGS, Hongkong.

Hongkong, October 26, 1906. 2073

To Let.

TO LET.

'BELLEVUE,' Peak Road, 6 ROOM-ED HOUSE, Unfurnished, with immediate possession.

No. 4, CONDUIT ROAD, A 5-Roomed House, with Photographer's Dark Room (fitted), Servants' Quarters separate, Splendid view of the Harbour. Immediate possession.

Apply to PERCY SMITH & SETH, 5, Queen's Road Central, Hongkong, August 13, 1906. 1891

To Let.

TO LET—FURNISHED.

No. 13, SEYMOUR TERRACE, from 1st December.

Apply to B. BROTHERTON HARKER, 17, Queen's Road Central, Hongkong, September 14 1906. 1899

To Let.

TO LET.

'THE ACACIAS' and 'THE GROVE,' having 28 Rooms with detached out-houses and kitchens, situated in Rossmore Road, Kowloon.

Well equipped, with Electric Lights and Bells completely installed.

Apply to E. M. HAZELAND, 35, Queen's Road Central, or to WING ON, Contractor, 34, D'Almeida Street, Hongkong, July 15, 1906. 1893

To Let.

TO LET.

A HOUSE IN WONG NEI CHONG ROAD.

OFFICES IN KING'S BUILDING AND YORK BUILDING.

GODOWNS ON PRAYA EAST.

A HOUSE IN CLIFTON GARDENS, Conduit Road.

A HOUSE IN RIFON TERRACE.

FLATS IN MORRISON TERRACE.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, August 23, 1906. 1900

To Let.

TO LET.

2ND FLOOR, No. 12, QUEEN'S ROAD CENTRAL.

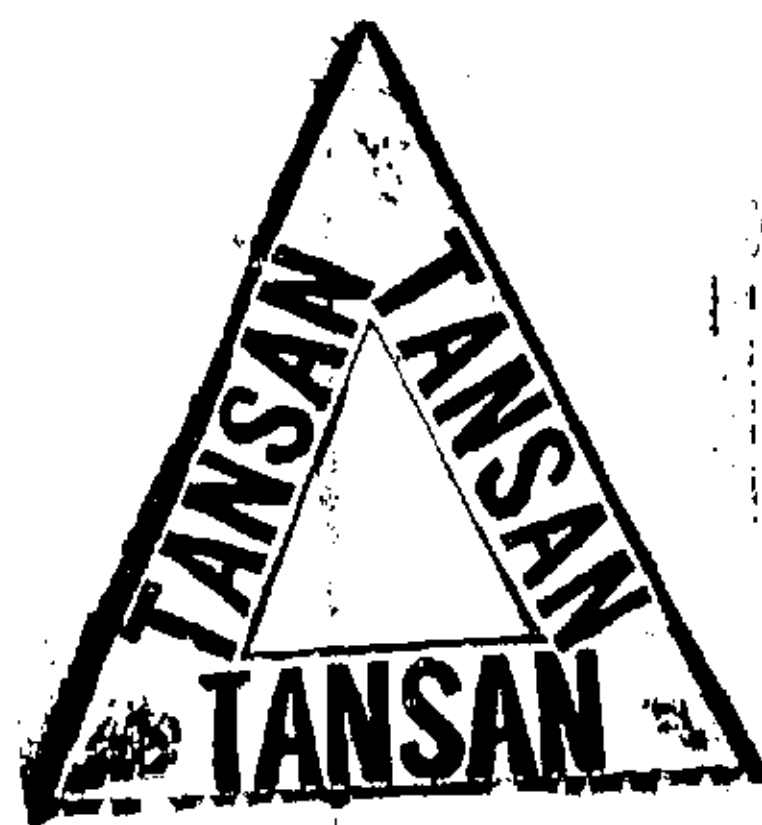
Apply to LEIGH & ORANGE, 1, Des Voeux Road, Hongkong, September 5, 1906. 1889

To Let.

TO LET.

A HOUSE IN KNUISFORD TERRACE, KOWLOON.

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THE SAVOY, Ltd.

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12, QUEEN'S ROAD CENTRAL

POWELL'S

ALEXANDRA BUILDINGS.

ENGLISH and AMERICAN

SHOES

FOR LADIES' WEAR.

50 SHIPES TO SELECT FROM.

COMFORTABLE AND ELEGANT.

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CHINA.—W. M. SMITH & CO., 100 Broadway.

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SAVOY, LIMITED.

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DRESSMAKING

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SPECIALITY.

THE SAVOY, Ltd.

12, QUEEN'S ROAD

THE OVERLAND

CHINA MAIL

ALL THE NEWS OF THE WEEK.

TELEGRAMS,

LOCAL NEWS,

etc., etc.

THE BEST PAPER

FOR POSTING TO FRIENDS

AT HOME.

To be obtained at "The China

Mail" Office, 5 Wyndham

Street.

CHRISTMAS GIFTS.

JUST received a Large and Fine Assortment of

JAPANESE KIMOS AND NEW YEAR CARDS, AND CALENDARS, ETC.

MOST SUITABLE FOR POSTING TO EUROPE.

PRICES VERY MODERATE.

Inspection Solicited.

1. NAKAZAWA,

7, D'AGUIAR STREET,

Hongkong, October 24, 1906.

THE WELDON HOUSE,

LIMITED.

ARE SHOWING

DRESS GOODS for the present season,

HATS (Paris Model) of the latest Fashion,

SWATOW DRAWN THREAD WORK

and a Fine Selection of TRIMMINGS

just received from PARIS.

Every Convenience in the

DRESSMAKING DEPARTMENT.

HATS re-ordered and made to Order.

INSPECTION CORDIALLY INVITED.

10, D'AGUIAR STREET,

HONGKONG.

Hongkong, October 24, 1906.

3081

S. MOUTRIE & Co., LIMITED.

We have established a reputation

of over 11 years as First-

Class PIANO MANUFACTURERS and are

now able to supply Pianos

unsurpassed for perfec-

tion of TONE and TOUCH

and they are not affected

by any Climate.

PRICES FROM

\$340.

SOLE AGENTS FOR THE

LEADING EUROPEAN

MANUFACTURERS

S. MOUTRIE & Co., Ltd.

WORK BUILDINGS, CHATER ROAD,

Hongkong, October 9, 1906.

3082

WATSON'S

LIQUEUR

SCOTCH

WHISKY.

STILL LEADING.

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WHISKY.

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WATSON'S

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WHISKY.

STILL LEADING.

WATSON'S

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WHISKY.

STILL LEADING.

WATSON'S

LIQUEUR

SCOTCH

WHISKY.

STILL LEADING.

WATSON'S

LIQUEUR

SCOTCH

BIRTHS.

BURNETT.—On October 27, at 37 Des

Vaux Road, the wife of G. G. BURNETT

(of the Hongkong Postal Service), of a

Son.

VALENTINE.—On October 21, at Shang-

hai, the wife of JAMES VALENTINE of a

Son.

BILL.—On October 20, at 50 Boone

Road, Shanghai, the wife of ALFRED BILL

of a Son.

DEATH.

TIENHUNG.—On October 20, at the

Shanghai General Hospital, Jony D.

Tienhung, aged 68 years.

MEMOS. FOR MONDAY.

Auction.

2.45 p.m.—Auction of Household Furni-

ture, at No. 7, Caine Road.

Miscellaneous.

Goods per W. H. H. undelivered after this

date subject to rent.

General Memoranda.

FRIDAY, October 20.—

2.45 p.m.—Auction of Household Furni-

ture, at Col. Kent's residence No. 3,

Mountain View, Peak.

9 p.m.—Meeting of Eichen Mark Lodge.

Goods per Moon undelivered after this

date subject to rent.

WEDNESDAY, October 31.—

2.45 p.m.—Auction of Household Furni-

ture, at No. 3, Century Crescent, Ken-

edy Road.

Goods per B. H. undelivered after this

date subject to rent.

THURSDAY, November 1.—

Goods per Sumatra not cleared at 4 p.m.

on this date subject to rent.

FRIDAY, November 2.—

Noon—Meeting of Hongkong Steam

Water Boat Co., Ltd., at Col. Kent's

residence, at No. 3, Century Crescent, Ken-

edy Road.

Noon—Auction of 5 Motor Boats at the

Hongkong and Kowloon Wharf and

Gordon Co., Ltd.

THE CHINA MAIL.

HONGKONG, SATURDAY, OCTOBER 27, 1906.

MONITORING AND SURVEY

There does not appear to be in this

Colony any ordinance against usury.

In Great Britain, most of the self-

governing Colonies, and some of the

Crown Colonies and protected states

there are laws restricting the amount of

interest which can be legally charged

for money lent. There are also pro-

visions in regard to lending money to

infants. The policy of the Hongkong

Government has probably been to inter-

fere as little as possible with the cus-

tom of the Chinese in connection with

their financial methods. Thus it is

well known that the rate of interest

charged by Chinese banks and money

lenders is enormously greater than that

demanded by the foreign banks. Inter-

est instead of being calculated half year-

ly or annually is charged by the month

or month. A witness in a recent case

stated that he had monies out on loan

for which he received interest at the

rate of three per cent per month. This

means thirty six per cent per annum.

At the moment we are unable to state

what rate is fixed by the Home

Government as being a fair return on

the capital lent but we are fair to

believe that thirty six per cent would be

considered usurious. Of course a great

deal depends upon the nature of the

security. A higher rate must necessari-

ly be charged when the security is doubt-

ful but it would seem to be in the inter-

ests of the people at large that some

limit should be fixed other than the

necessity of the borrower. Apparently

at present money lent at the most exor-

bitant interest is recoverable in our

Courts. This should not be. A

maximum rate should be fixed

of those whom laws against usury are

designed to protect. We are not pre-

pared to say that this evil has attained

any magnitude in Hongkong but pre-

vention is better than cure, and if an

ordinance were passed now it might

save a lot of trouble in the future.

There must be a little awkwardness

attending the visit of the Russian

squadron to England. Since the un-

fortunate Dogger Bank incident no

warship flying the flag of St. Andrew

has visited any of the Home ports.

Even if there had been a desire to pay

courtesy visits the men of the Russian

fleet have, according to all reports, been

in such a condition of dissatisfaction

that it would have been tempting fate to

send them far afield. It may be taken

as a sign that the Russian Government

considers that the loyalty of the per-

sonnel of the squadron is now suffi-

ciently well established to warrant

taking the chances which are involved

in letting them get out of the element

persuasion to land that the com-

manding officer of a land fortress are able

to offer. Apart from the awkwardness

induced by the inevitable recollection of

the Dogger Bank affair the fact that

only a few months ago Great Britain

extended a particularly warm welcome

to a detachment of Togo's triumphant

handy men will render embarrassing

the reception to representatives of the

navy which was not only defeated

but disgraced. However, it has

long been recognized that the es-

tablishment of a better understand-

ing between Great Britain and Rus-

sia is eminently desirable in the

interest of both countries and it

may be taken for granted that the

British Government will leave no stone

unturned in the effort to show the

visiting squadrons every courtesy which

is due to a country with which we are

at peace. It is quite possible that the

Russian Government is glad of an

opportunity to show the rest of the

world that the sensational reports that

both the Army and Navy are perme-

ated with the revolutionary spirit are

not based upon fact. On the other

HANKOW FIRE INQUIRY

The Captain's Evidence.

A coroner's inquiry was held, at the Magistrate's Court this morning, regarding the deaths that occurred in the burning of the steamer "Hankow." Mr. H. H. J. Gumpertz presided and Messrs. A. Courne, T. O. Drakeford and H. Rapp were acting as jurors.

Captain B. Branch, master of the "Hankow," was the first witness called. He stated that the "Hankow" left Canton at 4.45 p.m. on October 13th for Hongkong. As nearly as he could estimate there were about 950 passengers on board, including seven Europeans in the first class. The cargo consisted of silk, silk cocoons, matting, vegetables and miscellaneous cargo. The total value of the cargo was about \$50,000 (sterling). The "Hankow" arrived at her wharf at Hongkong a little before 3 o'clock on the 14th instant. She made fast at 3 o'clock and the gangway being lowered a number of passengers went off at once. Three gangways were lowered for the passengers. The vegetables were stacked on the main deck and there were 400 rolls of matting and other merchandise forward. The raw silk was in the strong room and 200 bales of silk in a room on the upper deck and about 700 further rolls of matting were stored aft. The watchman gave witness the first warning of fire, while he was talking with the chief officer. Previous to this there were no signs of a fire on board. On receiving the alarm witness and the chief officer proceeded along the starboard alleyway and found that there was no panic amongst the passengers, but the usual rush to get ashore. Witness saw the fire at the foot of the ladder leading to the main deck. There was a blaze almost in the centre of a stack of matting and plenty of smoke and witness gave orders to get the hose out. Two fire buckets of water were secured and emptied on the flames and just at that moment a panic started. The other fire buckets could not be got at owing to the rush of passengers. The mate went aft and witness gave orders for the hoisting of the mainmast and for the fire to be pulled down in order to stop the fire's progress. Witness then assisted the men with the hose and met the chief officer who told him that the donkey engine could not be started as the fire and smoke had driven the men from the hold. The hose was then attached to a hand pump aft but that broke away and became useless. The hand pump forward was too far away to be used effectively. The fire alarms were then sounded. The chief engineer was at this moment standing at the forward end of the port gangway and witness asked him if anything could be done with the engines. The engineer replied that the engines could not be worked. Witness then saw two European ladies standing near the entrance to the saloon and told them to leave the ship. They did so and he accompanied them to the wharf. Witness went aboard and below again and found the gangway still choked with Chinese and then the Chinese women's quarters took fire. Just then, as if the wind had changed, the ship was enveloped in smoke and nothing more could be done. Witness went back to the upper deck. From the time when the watchman called him until he went back to the upper deck, witness was not back more than three minutes had elapsed. Witness went along to the saloon and opposite to the gangway he met the chief engineer and ordered him ashore. Witness examined all the cabins and looked under the beds for passengers but found no one. He then went ashore again but immediately returned to the ship and made a rush to get his papers but he could not get to them and saved nothing. From the first alarm until witness finally left the ship could not have been more than five or six minutes. Altogether five gangways were lowered for the passengers. There were no Chinese passengers forward but a gangway could easily have been put down for them if there had been. There were about 700 Chinese on the main deck and about 120 Chinese in the first class. There were therefore about 700 people to get ashore by the after gangway. Between 300 and 400 passengers would be able to leave by the gangway per minute. But with baggage (and most of the Chinese tried to take their baggage) disembarkation would be slower. It was customary for Chinese passengers to remain on the ship until daylight.

The fire engines were approaching the ship as witness left for the wharf. Water came a minute or so after the engines arrived but it was impossible at this time to go aboard the ship. Witness instructed the chief officer to get a boat and pick up anyone found in the water. The "Hankow" was licensed to carry 2,500 passengers. The ship was fitted with electric light but it was turned off a quarter of an hour after arrival. When witness came back from the fire the second time the lights were out.

Witness smelt no suspicion of kerosene or other oil near the fire. The damage suffered by the cargo would amount to about \$40,000.

The "Hankow's" fire appliances consisted of fire buckets, hand pumps fore and aft and steam pumps, with several rolls of fire hose. These were all in good order at the time of the fire. The life saving appliances consisted of life boats, which could each carry fifty passengers, a number of rafts and all appliances according to Board of Trade regulations. On Monday morning after the fire was extinguished, the "Hankow" was towed out to sea and two chartered forms resembling bodies were found on board and were buried at sea. As far as witness knew there was no cargo on board of a specially inflammable nature. There was no much noise amongst the passengers that if a fire alarm had been sounded it would have made no difference. Witness attributed the great loss of life to the panic and the fact that it was impossible to do anything with the Chinese. Witness could not advance a definite theory as to the origin of the fire. He only saw one fire and could not say anything with regard to the theory that the fire started in several places at once.

With regard to the various theories advanced as to the origin of the fire—it was possible that the ship was set on fire. This could have been done without the persons setting the ship on fire being noticed. There were many motives for people to set the ship on fire but he would rather not say anything definite. He considered it unlikely that the fire was started by spontaneous combustion.

The Chinese passengers all smoked and were very careless with their pipes and matches, but he thought if a fire had been started in this way it would have been noticed by the chief passengers. If the fire had occurred at sea witness considered very few lives would have been saved. He considered it safe to carry matting on the ship although there was some risk.

To the jury—400 rolls of matting, left plenty of room for the passengers.

could not have been caused by the electric wires.

James D. Christie stated that he had been chief engineer of the "Hankow" for over 23 years. He had finished with the engines on the morning of the fire at 2.55 a.m. The electric light was turned out at 3.15 a.m. Nothing unusual occurred during the voyage. At about 3.30 he heard the alarm of fire and went to the engine room to start the pumps and to give orders to light up again. The engine room filled rapidly with smoke and he reached the pump but was unable to start it as he was nearly suffocated by the time he returned to the deck. Witness lost everything he possessed in the fire. Nothing could have been done to check the fire. It was impossible for the electric installation to have caused the fire. Every light had a fuse and the fuse was grouped to the electric light. Even if it were possible for the electric light to have started the fire it could not have caused it to spread.

Dr. Henley deposed to having examined several bodies of several of the "Hankow" victims on the 14th instant. Death in one instance was due to drowning. Of those who perished on board witness thought suffocation was the cause of death; suffocation was the cause of death in big fires.

The ship's crew gave similar evidence to that above. He was unable to save the smaller things under his charge.

The Chinese engineer deposed that when he woke up his room was full of smoke. After he got outside he was knocked down and trampled over by a lot of people but retained his feet and got ashore. The rest of the company staff perished in the fire. Witness had about \$200 in his safe but saved nothing either belonging to himself or the ship. His safe was perished in the fire when he escaped from their cabins at the same time as witness.

A Sinhalese, watchman of the "Hankow," stated that when he discovered the fire he tried to put it out but it grew so rapidly that he was unable to do so. He gave the alarm to the passengers. When he saw that he could do nothing further witness left the ship. Witness saw or smelt nothing to suggest that kerosene or other oil had caused the fire. It was not more than a quarter of an hour from the time witness saw the fire until he left the ship.

The inquiry was adjourned until the following week at 9 o'clock.

SOCIAL AND PERSONAL

Mr. E. J. Harrison has taken over the editorship of the "Japan Advertiser."

Shanghai A.D.O. played "The New Boy" on Oct. 21, it being their 14th production. The theatre was crowded.

Major A. Chapman, Adjutant of the Hongkong Volunteer Corps and Government Assessor, has returned from leave, looking much the better for his trip home. He was in camp last night for the first time and was welcomed on all sides.

A complimentary farewell dinner will be given to Sir Charles Dudgeon on his resignation of the chairmanship of the China Association and on his departure from Shanghai. The dinner will be held on Wednesday, October 31, at the Shanghai Club.

A very old resident of Shanghai passed away at the Shanghai General Hospital on Oct. 21 in the person of Mr. J. D. Thorburn. Deceased came out to Shanghai in the sixties, and early in the seventies joined the firm of Russell & Co. When that house failed he joined the National Bank of China, eventually becoming manager of the local branch. He has been interested in several local societies and until quite recently was secretary and treasurer of the General Hospital. Deceased, too, Chairman of the Board of Directors of Major Ross, Ltd.

MANILA AND PLAGUE

From the U.S. Consul General we have received the Quarterly Report of the Bureau of Health for the Philippine Islands, and in it we notice reference to the plague which should be of interest to Hongkong.

During the month of March, for the first time in more than a year, says the report, plague infected rats were found in certain sections of the city. Immediately on receipt of laboratory reports on the positive cases active measures were instituted for the suppression of the infection. A large force of trained rat catchers was employed and the work of rat extermination begun. The daily reports from the stations were carefully watched in order to ascertain, so far as possible, the extent of the infection. The city was divided, for this purpose, into a number of sections bounded by imaginary rat-catching lines drawn from the centre to its outer borders, and the number of infected rats caught in each section carefully recorded. By this means it was ascertained that plague rats infected only two sections one in the district of Binondo in a large block bounded by Calle Rosario and the Escuela, and the other, a small block situated on Calle Principe in the district of San Nicolas, in a section where the disease had been especially prevalent in former outbreaks. With this information as a basis for a plan of action, the efforts of the Bureau were concentrated against these infected centres. A thorough disinfection of the infected area was undertaken. Beginning in the upper story of each house and working downward, a systematic cleaning and disinfection of every room and its contents was made until the ground floor and yard were reached, when every movable article was displaced in the search for rat runs. The entire premises were cleaned and disinfected, and, as far as possible, made unattractive for rodents. Wood piles, which were always favorite resorts for rats, were taken down and removed to sites previously rendered rat proof. Drains and open spaces in connection with infected buildings and premises were carefully examined, so as to stop up the paths utilized by rats in gathering food and seeking shelter. By the end of June, when, according to past experience, the worst was to be feared, not a single infected rat was to be found, and the city was free from the disease, the last case of human plague having occurred April 2, 1906.

This campaign against plague was one of the most satisfactory that has ever been conducted in the city, and of special significance for two reasons—the first being that during this time the disease was raging in Hongkong and Amoy, and that heretofore the extent of the disease in Manila had been in direct ratio to its manifestations in these two cities. Furthermore, prominent authorities as Kitasato and Shiga had asserted that the appearance of the disease among rodents invariably indicated an outbreak among human beings in about two months from the beginning of the disease among rats. The second reason is that, notwithstanding the enormous amount of disinfection done during the two months, not a single claim has been filed for losses sustained.

MONT PELEE AGAIN.

San Francisco, Oct. 13.

The whole northern part of the Island of Martinique received several violent shocks of earthquake yesterday, and Mont Pelee has again burst out afresh.

CHURCH AND STATE.

Spain's Troubles.

San Francisco, Oct. 14.

The quarrel between the State and Church in Spain is increasing, and King Alfonso declares that the Government will not give way in its present stand. His Holiness the Pope is greatly upset over the matter, and has expressed his regret that Spain should have followed in the footsteps of France.

MATTERS FEMININE.

Betty's London Letter.

LONDON, Sept. 21.

DEAR ELIZABETH—Just at this time when the beginning of the Hongkong season is at hand, evening dresses always become the question of the moment.

With regard to materials for evening frocks, a great number of light diaphanous stuffs such as "snowflake" net, blond and Malines tulle are greatly in favour here. They are not, however, to be recommended for wear in a climate which is notoriously detrimental to every description of tulle and net.

Still more detrimental to these pretty airy fabrics when worn at a dance, or indeed to any others, are the soldier-stash spurs.

My dear, why ever do not some of you women appeal to the Governor or at least the General and ask either the one or the other to veto the wearing of this useless and devastating masculine adornment in the ball-room?

Outside the realm of airy, fluffy materials there is a decided vogue for white velvet evening gowns, made in Princess style, with rich Oriental embroidery forming a border at the hem of the skirt.

Silver and white brocade will likewise be much worn this Winter. The brocade designs in some cases are outlined with silver and crystal beads. Dresses of this description are further ornamented with real lace.

One of the prettiest new evening colours is rather a pale pink with a distinct note of mauve in it. This colour is admirably suited to a rather colourless face, crowned by dark hair.

Yellow, especially those two shades known as primrose and corn-colour, will be much in vogue. A pretty model gown shown to me this week was of corn coloured chiffon. The novel trimming was of fine faced silk applications, cut in conventional designs.

Black evening frocks are profusely ornamented with sequins and jet beads, and are relieved at the décolletage by that useful and becoming accessory—the white chiffon tucker.

A gown of silk or panne accompany most of the evening costumes other than those fashioned in Princess style.

There is a decided fashion for conspicuously large buckles to be worn on both evening and walking shoes. The woman whose feet are not quite so small as the women of China, following the prevailing fashion in buckled shoes, should be careful to choose buckles to suit her feet. The height of the instep and the width of the foot will determine the question of suitability.

For day wear, hats are being dyed to match the colour of the dress with which the hat is to be worn. Tartan straw toques are also being made for wear with the Tartan costumes so much in evidence at this season of the year. Velvet hats are again to be fashionable.

Velvet is a universally becoming material for either hats or gowns, but great drawback is its weight. A beautiful picture hat of dark green velvet was profusely trimmed with purple grapes and foliage.

Here is an after dinner game you may find useful as a substitute this season for the overcast Whisky Poker.

Provide yourself with pencil and paper. At the word "Go," each one writes the name of a well-known book. The paper is then folded as in the old fashioned "Consequences" so that the title is hidden; and passed on to the next neighbour who writes the name of an author; this is done by all in the circle; the paper is folded and passed on as before. A motto is then written; then a Press notice—and a review, etc., etc. Finally the papers are unfolded and read aloud. The results are sometimes extremely amusing.

Try these recipes, you will find them excellent.

Bachelor's Butters.—Take 5 ounces of flour, 3 ounces of butter, 3 ounces of sugar, 2 eggs, 1 a teaspoonful of baking powder. Beat the butter and sugar to a cream, add the eggs (well beaten) and lightly stir in the flour and baking powder. Roll into little marbles the size of a hazel nut. Put a tablespoonful of white sugar on a sheet of paper. Roll each little cake in the sugar and bake in a moderately quick oven for about ten minutes on a buttered baking tin.

A Delicious Omelette.—Cut some thin slices of bread into circles. Spread with butter and cover each with a thin slice of cucumber. Season with salt and pepper. Remove the bones from some sardines, break them up with a silver fork, flavour with a squeeze of lemon juice and a dash of ketchup. Put a layer of sardines on the cucumber and press the slices together to form sandwiches. Serve on a folded napkin and garnish with parsley.

Ambrosia.—Take 6 or 8 oranges, peel and slice them. Sprinkle the slices with sugar and arrange them in a dessert dish. Take the inside of a cocoa nut, peel off all the rind, grate it and then spread over the oranges until they are completely covered. —Yours ever, Betty.

SPORTING.

Hongkong Football Club

The following have been selected to play for the Club in the Rugby Match against Capt. Rankin's XII on Monday, Oct. 29, kick-off 5.00. The Club will play in colours.

Backs:—T. O. G. ay.

Three-quarters:—F. C. Kendall, T. E. Pearce, A. M. Forrest and N. S. Forbes.

Half-backs:—J. O. Joughin and L. J. Blackburn.

Forwards:—H. G. C. Bailey, J. Hanlon, J. George, H. F. Hickman, H. F. Chard, R. Munro, H. M. Kendall and T. G. Drakeford.

Referee:—Mr. J. Clark.

BRITAIN AND RUSSIA.

The Tibetan Affair.

LONDON, October 11.

Reporting the conclusion of an sentence between Great Britain and Russia with regard to the Tibetan affair, the "Daily Telegraph" says that the contents of the convention are similar to those already declared by Sir Edward Grey. The essential points of the undertaking are that the Powers agree not to interfere in the domestic affairs of Tibet. In connection with the foregoing treaty, the Powers are still conducting negotiations. The same journal further reports that Great Britain and Russia are about to make a convention in regard to Persia in a similar manner to that of Tibet.

QUEER SIAM.

They do strange things in Siam.

It is the custom of native dealers in Bangkok or Kapi to go from Bangkok to some places in the north where they can obtain such commodity to make chili for curry.

A native family in Bangkok went for a boat load of this stuff, and on their way back one of the party died. They were at a loss how to dispose of the corpse, not liking to throw it into the river, or to bury it on the way. So they covered it over with the black and brought it to Bangkok, where it was buried. The blacking was afterwards sold in the market for curry.

A native woman gave birth to a child a few days ago in the suburbs. A few nights afterwards she had a curious dream about her offspring. Next morning she sent for a "fortune teller," and told her the story. On hearing the mother's tale the fortune teller said to her to dispose of the child as soon as possible or it would be her ruin.

The mother, immediately went and gave the child away to some neighbour under the pretext that she was unable to support it.

It is said that this superstition and fortune-telling are accountable for many of the children that are destroyed in Bangkok.

SHARE REPORT.

In their weekly share report, dated 26th Oct., Messrs. Vernon and Smyth state:—

We have nothing of any importance to report. A comparatively fair amount of business has been transacted during the week, but it has been of a desultory nature, and without any special feature. Rates, with very few exceptions, continue to show a slight downward tendency, and the market remains without buoyancy or elasticity.

Banks.—Hongkong and Shanghai have changed hands at the improved rate of \$815 and the market closes steady at that rate. London quotes, per Bank, \$25, a drop of 10, since our last report. Nationals are engaged for at \$47, but a few shares, on offer at \$50, fail to find a buyer.

Marine Insurance.—The market continues dull, and with the exception of small sales of Canton at \$350, ex dividend of \$20 paid on the 25th inst., we have no business to report. Union, Canton and Yangtze are obtainable at quotations, but offers at lower rates meet with no response. China Traders continue in demand, but shares remain scarce and we have no business to report.

Fire Insurance.—Hongkong have been placed during the week at \$20 and more shares are wanted at the rate. Chinese continue in a small demand at \$95, but none seem available, and we have no business to report.

Shipping.—Hongkong, Canton and Macao have further improved and sales have been steady to firm at that rate. With the exception of a small demand for Old Star Forster, and a decline in Douglas's at \$41, we have nothing further to report under this heading. Indo-China and China-Manila remain neglected, and Shell continue in demand at \$24 1/2d, all without business.

Refineries.—Sales of China Sugars are reported at \$11 1/2, and the market closes quiet with further sellers at that rate. Luzone remains unchanged and without business.

Mining.—Rauhs have ruled weak during the week and sales have been made as low as \$8 1/2, the market closing a little firmer, with small buyers at \$9 1/2.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks have been placed at \$152, and more shares are obtainable at that rate. Kowloon have also declined, and sellers now rule the market at \$90 without any sales to report. Shanghai Docks have ruled weak with sales in Shanghai at \$110, and with the exception of sales here at \$102 for December, we have no business to report.

Lands, Hotels and Buildings.—Under this heading we have only to report sales of Hongkong Hotels at \$112, and of Lamphong at \$11 1/2, the market closing with further buyers of both stocks at quotations.

Cotton Mills.—Shanghai quotes Fines at \$14 7/8, Internationals at \$14 7/8, Laos King Mow at \$14 3/8, and Soy Cheen at \$14 1/2. Hongkong remains unchanged at \$15, without business.

Miscellaneous.—China Providents have been placed at \$5 3/8, Green Islands at \$19, Electric at \$14 1/2 and \$15, Ropes at \$23 and \$22, Watsons at \$12 1/2, Powells at \$22, and South China Mining Posts at \$22. The market closes with buyers of Electric and Tramways at quotations, and with sellers of most other stocks under this heading.

A RELIABLE REMEDY.

THE only remedy which can always be depended upon in the most severe cases of pain in the stomach, cramp, colic, diarrhoea, in Chamberlain's Colic, Cholera and Diarrhoea Remedy. Most dealers know this and recommend it when such a medicine is called for. For sale by all chemists and storekeepers.

NEW

CONNAUGHT HOTEL.

HIGH-CLASS HOTEL

UNDER STRICTLY AMERICAN MANAGEMENT

Hot and Cold Water Throughout.

TABLE D'HOTE, COINING KITCHEN.

COMMODIOUS ROOMS WITH EVERY COMFORT.

For Terms, apply to

A. W. SLATON, Manager.

Hongkong, April 12, 1906. 700

THE

"NEW" WEEKLY.

THE BRIGHTEST AND BEST WEEKLY.

DON'T MISS TO-DAY'S ISSUE.

FULL OF GOOD THINGS.

THE MOST SERVICEABLE PIANOS

FOR THIS CLIMATE.

THEY ARE

SOLIDLY CONSTRUCTED

and all parts thoroughly seasoned at our Factory here

PRICES FROM \$390.

CASH OR CREDIT.

HIRE FROM \$10 per month.

REFORM IN CHINA

BEING a letter addressed to Rear Admiral Lord Charles Dudgeon, C.B. M.P. And an article in reply to CHINA: 'THE SLEEP AND A WAKENING.

To be had in pamphlet form at the 'CHINA MAIL' Office, 5, Wyndham Street.

Price One Dollar

EAST PRAVA RECLAMATION SCHEME.

AS PROPOSED TO THE HONGKONG GOVERNMENT AND THE MARINE LOT-HOLDERS BY SIR PAUL CHATER.

The Full Details Printed in Pamphlet Form.

Copies may be had at 'CHINA MAIL' Office, Wyndham Street.

Price 50 Cents each

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One of the Best Sketches of Formosa Life yet written.

Price 50 Cents.

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MOET & CHANDON'S DRY IMPERIAL.

THE STANDARD CHAMPAGNE OF THE WORLD.

As Supplied to ROYAL HOUSEHOLDS, EMBASSIES, LEADING SOCIETIES, CLUBS and HOTELS throughout the World.

To Get the Full Value of your money insist on being supplied with the

DRY IMPERIAL 1898 VINTAGE.

PER CASE 12 BOTTLES \$55.00

PER CASE 24 BOTTLES \$57.00

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GOOD SNAPPY PARAGRAPHS.

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SUBSCRIBE: \$7 per year \$4 per half year; \$2.25 per quarter, delivered at your address.



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PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

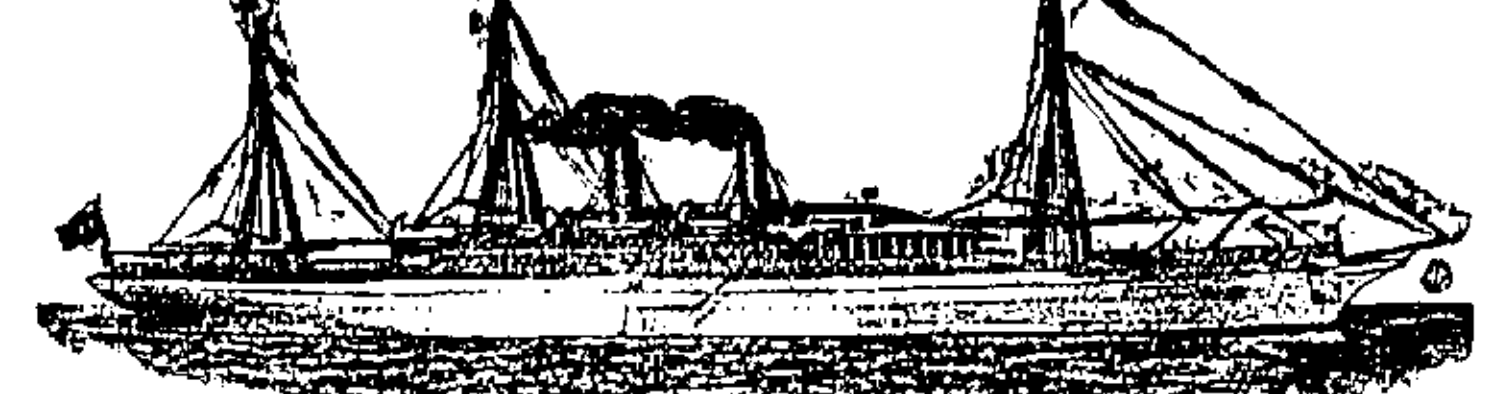
WUE despatched VESSELS to these PORTS on the following DATES:

PORT	DATE	REMARKS
YOKOHAMA	Nov. 1st	By Special
YOKOHAMA	Nov. 1st	By Special

P. & O. N. Co.'s Office.

CANADIAN PACIFIC RAILWAY COMPANY'S

COAST MAIL, BY STEAMSHIP LINE.



LUXURY SPEED PUNCTUALITY.

The only line that maintains a Regular Schedule of 11 Days across the Pacific.

By the "EMERALD" from Vancouver to Hongkong in 10 Days.

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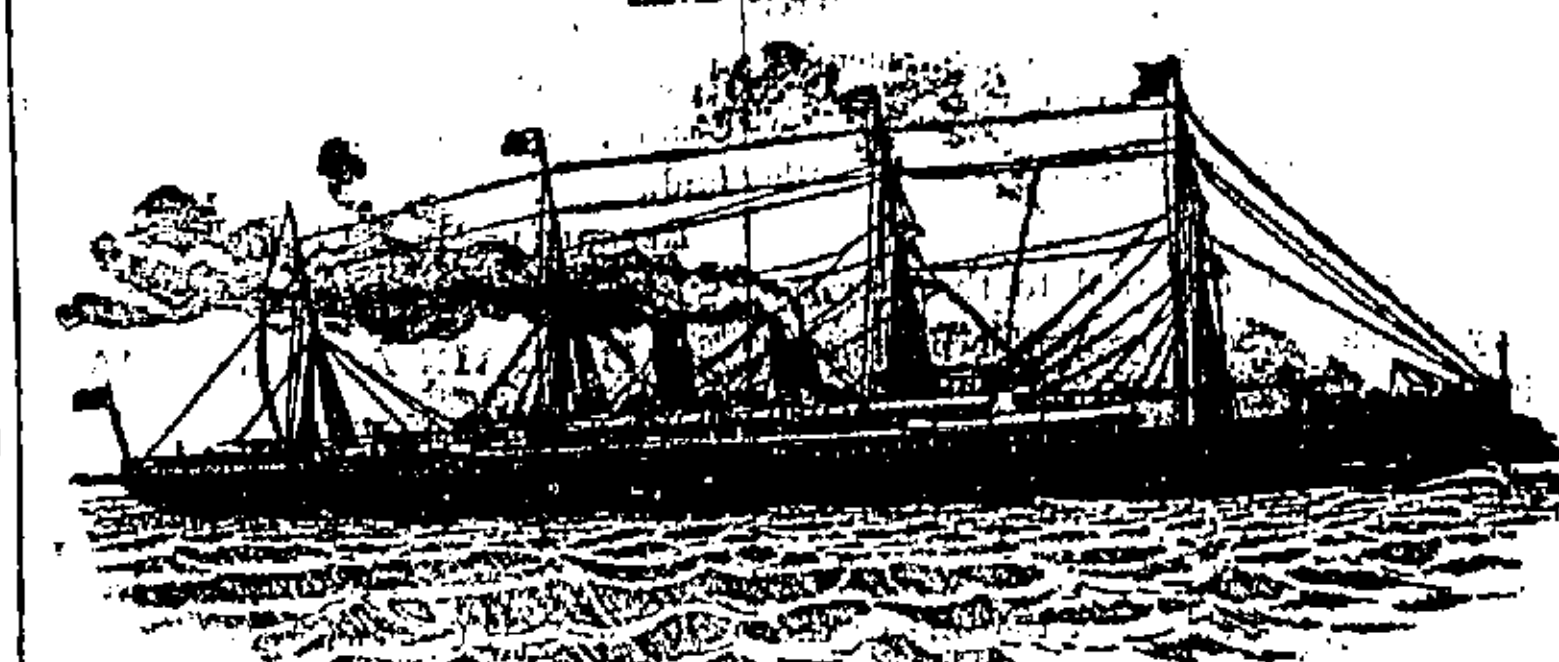
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PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA.

U.S. MAIL LINES.
VIA HONOLULU.
TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

SHIP	DATE	REMARKS
SIBERIA	18,000 Tons	TUESDAY, 30th Oct., at Noon.
CHINA	10,200 Tons	TUESDAY, 6th Nov., at Noon.
MONSIEUR	27,000 Tons	TUESDAY, 13th Nov., at Noon.
NIPPON MARU	11,000 Tons	FRIDAY, 30th Nov., at Noon.
CHINA	10,200 Tons	FRIDAY, 7th Dec., at Noon.
MONSIEUR	27,000 Tons	SATURDAY, 14th Dec., at Noon.
NIPPON MARU	11,000 Tons	TUESDAY, 18th Dec., at Noon.
CHINA	10,200 Tons	FRIDAY, 21st Dec., at Noon.
MONSIEUR	27,000 Tons	FRIDAY, 28th Dec., at Noon.
NIPPON MARU	11,000 Tons	TUESDAY, 5th Jan., at Noon.

RECORD FAST TRIPS.

Yokohama to San Francisco, S.S. KOREA, 18,000 tons. September 16-27th 1905; 10 days, 11 hours and 5 minutes.

San Francisco to Honolulu, S.S. SIBERIA, 18,000 tons. August 16th-20th, 1905; 4 days, 10 hours.

San Francisco to Yokohama, S.S. SIBERIA, calling at Midway Island and Honolulu en route, August 16th-31st, 1905; 13 days, 13 hours.

Yokohama to San Francisco, S.S. SIBERIA, 18,000 tons. Oct. 12th - 24th 1905; 10 days, 10 hours and 29 minutes.

Yokohama to San Francisco, S.S. SIBERIA, 18,000 tons. September 16-27th 1905; 10 days, 11 hours and 5 minutes.

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Shipping.

IMPERIAL GERMAN MAIL LINES.



NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINES.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

SHIP	DATE	REMARKS
PRINZESS ALICE	WEDNESDAY, 7th Nov.	at Noon.
PRINZESS ALICE	WEDNESDAY, 21st Nov.	at Noon.
PRINZESS ALICE	WEDNESDAY, 6th Dec.	at Noon.
PRINZESS ALICE	WEDNESDAY, 19th Dec.	at Noon.
PRINZESS ALICE	WEDNESDAY, 2nd Jan.	at Noon.
PRINZESS ALICE	WEDNESDAY, 16th Jan.	at Noon.
PRINZESS ALICE	WEDNESDAY, 30th Jan.	at Noon.
PRINZESS ALICE	WEDNESDAY, 13th Feb.	at Noon.
PRINZESS ALICE	WEDNESDAY, 27th Feb.	at Noon.

ON WEDNESDAY, the 7th day of November, 1906, at Noon, the Steamship PRINZESS ALICE, Captain C. POLACK, with MAILED PASSENGERS, SPECIFIC CARGO, will leave this Port for above, calling at Naples and Genoa.

Shipping Orders will be received at the Agency's Office on Monday, the 26th November, and Cargoes will be received at the Agency's Office on Tuesday, the 27th November, and Cargoes will be received at the Agency's Office on Wednesday, the 28th November.

Contents of Packages are required. No Parcel Receipts will be signed for less than 50 lbs. and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess. Liners can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

SHIP	1st Class	2nd Class	3rd Class
To Naples, Genoa and Gibraltar	£61.0.0	£42.0.0	£22.0.0
Return	91.0.0	63.0.0	31.0.0
To Southampton, London, Bremen and Hamburg	65.0.0	44.0.0	24.0.0
Return	97.0.0	68.0.0	36.0.0
To New York, via Suez, via Naples, Genoa or Gibraltar	64.0.0	44.0.0	24.0.0
Return	115.0.0	79.0.0	47.0.0
To Bremen or Southampton	68.0.0	45.0.0	27.0.0
Return	123.0.0	83.0.0	49.0.0

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa, or Gibraltar and travelling to Bremen or Southampton overlaid, the same rates as applied as via Naples, Genoa or Gibraltar, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from Singapore to Calcutta instead of an Imperial Mail Steamer from Singapore to Calcutta. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

INTERUPTION OF THE VOYAGE IN EGYPT

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria, to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOF, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

SHIP	DATE	REMARKS
WILLEHARD	4768 tons	TUESDAY, 13th Nov., 1906.
PRINZ SIGISMUND	3227 tons	TUESDAY, 11th Dec., 1907.
SANDAKAN	1793 tons	TUESDAY, 8th Jan., 1907.

ON TUESDAY, the 13th day of November, at Noon, the STEAMSHIP WILLEHARD, Captain OENMATER, with Mails, Passengers, and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Liners can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

SHIP	1st Class	2nd Class	3rd Class
To MANILA	£20.0.0	£13.10.0	£14.0.0
return	80.0.0	50.0.0	55.0.0
To NEW GUINEA	£20.0.0	£14.0.0	£15.0.0
return	80.0.0	50.0.0	55.0.0
To BRISBANE	£20.0.0	£14.0.0	£15.0.0
return	80.0.0	50.0.0	55.0.0
To SYDNEY	£20.0.0	£14.0.0	£15.0.0
return	80.0.0	50.0.0	55.0.0
To MELBOURNE	£20.0.0	£14.0.0	£15.0.0
return	80.0.0	50.0.0	55.0.0
To YOKOHAMA	£20.0.0	£14.0.0	£15.0.0
return	80.0.0	50.0.0	55.0.0
To YOKOHAMA & back	£140.0.0	£100.0.0	£50.0.0

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG 1st Class

